

PRESIDENT URGES COLORED CITIZEN TO BE MECHANIC

Speaks to College of
Race in the State
of Florida.

JACKSONVILLE EXCITED

Enthusiastic People Swarm
in Street Around Car-
riage of Guest

JACKSONVILLE, Fla., Oct. 21.—"Aim to be a good mechanic."

This is an epitome of the advice given by President Roosevelt to the colored man, in an address to the pupils of the Colored Baptist College here today.

In his speech, the President said: "Every good American must be interested in seeing every other good American citizen help himself upward, so as to be better able to do his duty by himself and those dependent upon him, and by the State at large."

Duty Comes First. "It seems to me that it is true of all of us, that our duties are even more important than our rights. If we do our duties faithfully, in spite of the difficulties that come, then sooner or later the rights will take care of themselves."

"What I say to this body of my colored fellow-citizens is just exactly what I would say to any body of my white fellow-citizens. What we need in this country is typified by what has been shown today as having been done by people of your race."

"We need education, morality, industry; we need intelligence, clean living, and the power to work hard and effectively. No man interested, as every President must be in the welfare of all his fellow-Americans, could be otherwise than deeply pleased not only at the evidence of thrift and prosperity among what must be evidently many hundreds of your number in this city, as shown by the homes that I have seen, but interested also in seeing an educational institute like this carried on as this institute evidently is."

Ignorance Costly. "The costliest crop for any community is the crop of ignorance."

"It is perfectly true that education in mind alone won't make a good citizen, but it is equally true that you cannot get the best citizen without education. We need to have our people of every race educated, as the principal said in his words of introduction, in heart, mind, and hand; educated so that head and hand can do their several tasks and have behind head and hand also the heart, the conscience, the sense of clean and just living, which makes the foundation of all good citizens."

That is just as true of the white man as of the colored man. It is true of every man.

"I want to say a special word of acknowledgement to the school teachers, men and women alike, who are doing the work of education; and in saying that word, I also want to point out this: It is absolutely essential that we should have the people do well in the professions, but there is only a limited amount of room in the professions, and there is almost an unlimited amount of room for men in agriculture and in the mechanical trades."

"Do your very best to develop good teachers, to develop good preachers—preachers who shall preach to the colored man as preachers should be preached to the white man, that by your fruits you shall know them. The truly religious man is the man who is decent and clean in his private life; who is orderly and law-abiding; the man who hunts down the criminal and does all he can to stop crime and wrongdoing; the man who treats his neighbor as he would be treated; the man who is a good father, a good husband, a good neighbor, and therefore a good man in the State. That is what we have a right to expect from the Christian leadership which we see in the churches."

"All honor to the teacher, all honor to the preacher, but remember it is perfectly impossible that the bulk of any people shall be teachers or preachers. The bulk have got to be men engaged in the trades as mechanics, as wage-workers, as farmers. Every man who is a good farmer, a thrifty, progressive, saving mechanic, who owns his own house, who is free from debt, and able to bring up his children well and to keep his wife as she should be kept, is not only a first-class citizen, but is doing a mighty work in helping to uplift his race."

The quintessence of the day was at the colored school, where he listened to a couple of hundred colored boys and girls sing in chorus. The principal song rendered was one written especially in his honor, called, "You're All Right, Teddy."

During the singing of this song the President bubbled over with merriment. He referred to that song later in his speech to the students and their friends outside of the academy.

Cannons boomed, bands played, and thousands of citizens shouted their welcome to the President when he arrived in the city at 10:30 o'clock this morning on his special train. It was the President's first time on wheels and every citizen in Jacksonville felt bound to show the nation's chief a touch of true Southern hospitality.

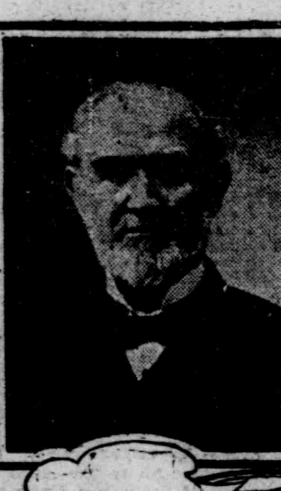
The whole city was gay with the national colors, and everywhere the President went today he was greeted enthusiastically by the thousands of people.

(Continued on Eleventh Page.)

see Foot of Good Lumber

Libbey & Co., 6th st. and N. E. Ave.

WILL MARRY SOON



BISHOP EARL CRANSTON.
Engagement to Miss Lucie Parker Has
Been Announced. Wedding Will
Take Place Next Month.

BISHOP CRANSTON TO WED AGAIN

Engagement to Miss Lucie
Parker Announced

FRIENDS ARE SURPRISED

Leading Methodist to Embark in
Matrimonial Sea for Third
Time.

CINCINNATI, Ohio, Oct. 21.—Bishop Earl Cranston, of Washington, D. C., one of the leading Methodist divines of the country will be married in this city November 15 to Miss Lucie Mason Parker, well known in Cincinnati society and a woman of literary attainments. The announcement of the engagement and the near approach of the wedding date came as a surprise.

Bishop Cranston is now in the South attending a convention in North Carolina. For years he was located here in charge of the Methodist Book Concern, and afterward went to Portland, Ore.

Miss Parker, the prospective bride is near middle age, and was for a time a teacher in Eastern College. The wedding will take place in Avondale at the home of her relative, William G. Heron.

It will be the bishop's third voyage on the matrimonial sea.

PROTEST FILED AGAINST HEARST

Board of Elections to Decide His Eligibility.

NEW YORK, Oct. 21.—The feature of the political situation here today was the filing with the board of elections of the city of a general blanket protest address against the so-called Municipal Ownership League candidates, headed by Representative William Randolph Hearst. It demands that their names do not appear on the official ballot on the ground that the men who signed their petitions were for the most part regularly enrolled Democrats or Republicans, and that the election law of this State does not permit of the recognition of "split" candidates.

The hearing before the board today has been entirely technical in character. The attorneys for the Hearst candidates, headed by Melvin Pallister, contended for the regularity of their ticket, and the opposing attorneys quoted large sections of the primary election laws in defense of their position.

The board will render a decision later, but it is expected that it will be in favor of the Hearst candidates. In fact, that was the general belief of the attorneys on both sides, who consider the present contest is brought up for the purpose of throwing the entire question into the courts and securing a decision that will clear up this section of the election laws, which has always been more or less vague.

The three contesting candidates for the mayoralty, Mayor McClellan, William M. Ivis, and William Randolph Hearst, put in a few lively hours tonight, all addressing widely separated meetings of the usual character. The Democrats were much heartened by the open declaration on the part of Jacob Riss, the well-known reformer and friend of President Roosevelt, in favor of the re-election of Mayor McClellan and made quick use of this fact by sending in a request to him that he preside at a meeting to be held next week and introduce the mayor.

At the Jerome headquarters tonight it was stated that the district attorney had received assurances throughout the day of support from all classes, and that he feels more than ever confident of re-election. He will make two or three speeches a night in all sections of the city from now on, and the whirlwind character of his campaign is expected to have a beneficial effect in swamping up the opposing candidates.

William Randolph Hearst, at his campaign headquarters at the Hoffman hotel, this afternoon personally offered a reward of \$1,000 for the first conviction of an illegal registration in the twentieth assembly, "Charlie" Murphy, district.

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WITH ALL ABOARD TASMANIA SINKS IN ERIE WATERS

Eight Men Go Down
With Barge in Ter-
rific Lake Storm.

RESCUE WAS IMPOSSIBLE

Darkness of Night Prevents
Consorts From Seeing
Doomed Boat.

CLEVELAND, Oct. 21.—The barge Tasmania sank in Lake Erie five miles off Pelee island. Eight men were drowned.

The steamer Bulgaria brought the news of the disaster to Cleveland Saturday afternoon.

The Tasmania's crew who were drowned are:

Capt. William Radford, Courtwright, Ontario; first mate, George Whittell; donkeyman, Austin Mahers; cook, T. R. Treshough; seamen, Mike Boyle, August Albrick, John Pratt, and Harry Lapash.

The wreck came so swiftly that the crew of the Ashland, of which the Tasmania was in tow, had only a confused recollection of what transpired.

The boats were on their way to Cleveland from Escanaba, Mich. The Bulgaria led. Behind her was the Ashland, which had the Tasmania in tow.

Crew Unprepared.

The storm came so suddenly as to find the crews unprepared. The darkness of night hung over the lake. The wind rose with fearful suddenness, howling and sweeping around the boats. The lake became mountainous.

The boats were tossed about at the will of the storm. It looked for a time as if all would be lost.

The Ashland was lost to view of the Bulgaria. Those on board the Ashland could dimly see the Tasmania. One moment she rode toward it on great waves, another moment she receded in the trough of the sea. Presently the line from the Ashland to the Tasmania began to strain.

Must Cut Line.

On board the Ashland they were keeping from being washed into the sea only by clinging to objects on deck. It was seen that the line to the Tasmania must be cut.

One of the crew made his way to the stern. With a knife he reached down and severed the line. The end of it dropped away out of sight.

That was the last the crew of the Ashland saw of the other boat. It seemed that she sank immediately and the crew went to the bottom with her.

No Sign of Wreck.

The Bulgaria and the Ashland rode the storm off Pelee all Friday and Saturday night. In that time the crews saw no wreckage from the Tasmania.

The Bulgaria and Ashland started for Cleveland early Saturday, arriving here at 2 p. m.

The Tasmania was one of the oldest boats on the lake, having been built at Port Huron in 1871. She was owned by the Corrigan McKinney Company, of Cleveland. When she went down she was loaded with 15,000 tons of iron ore belonging to the Pittsburgh Sheet Steel Company. The Tasmania was valued at \$20,000.

Twenty-eight Serious Disasters on Great Lakes

Although not all the vessels on the lakes are accounted for, it was believed late tonight that the last accounts of serious disasters had been reported. The boats still to be heard from are of sufficient size and seaworthiness to safely weather the storm, while the few smaller ones were near enough to shelter to escape any dangerous fights with the gale.

Accounts bring the total number of serious disasters to twenty-eight, and the loss of life to twenty-two persons. In addition there are about a score of vessels that were quite badly damaged, and a large number of others that were not damaged enough to delay them on their trips. The reports today fairly sustained the accounts of Friday as to the monetary losses to the shipping interests. The estimate places the loss at over \$2,000,000.

The barge Malta, which broke away from its tow, in Lake Michigan, put in an appearance at Fort Gratiot Light-house.

The steamer Progress, which is five days overdue, is thought to be safe in Lake Superior.

A late report from Mackinaw City said that the steamer Republic went ashore on the Canadian side near that point and Mackinaw Island is leaking.

The steamer Siberia was sent ashore by her crew on the Canadian side near Buffalo this afternoon, having sprung a leak during her battle with the waves.

The crew were rescued by a passing steamer.

On Lake Huron the gale wrecked its severest vengeance in the loss of the Minnesota of Kingston. Ten lives were lost.

Though exact figures as to members of crews are not obtainable, it is estimated that about one hundred persons were rescued from death through the efforts of life-savers Friday. At several ports tugmen rendered valuable aid to the Government service.

GERMAN TROOPS DEFEAT EAST AFRICAN REBELS

BERLIN, Oct. 21.—The commander of the German cruiser Thetis reports from Dar-Es-Salaam, Africa, that on October 19 an engagement with insurgents in German East Africa occurred. Twenty-two of the insurgents were killed. The Germans suffered no loss.

SECRETARY OF WAR, WHO ASSAILED MACHINE REPUBLICANS IN CINCINNATI



While Making a Speech on Rate Legislation He Took Occasion to Announce
His Support of Governor Herrick and Denounce "Boss" Cox.

Togo's Victorious Fleet Holds Triumph at Tokyo

City Celebrates Entry of Heroes—Mikado
Sends Emissary to Welcome Admiral
and Escort Him to Palace.

TOKYO, Oct. 22.—The city is celebrating the return of the nation's great naval hero, Admiral Togo.

The great sea commander, crowned with the laurels of the wonderful victories of the recent war, made his formal entry into the city today.

In many quarters there is still resentment over the terms upon which peace was concluded at Portsmouth.

So far as Togo is concerned, however, the nation has nothing but praise for his achievements, successes which, they believed, earned for them greater concessions from Russia than were granted when the struggle passed from the stage of active warfare to that of diplomacy.

Demonstration Is General.

But whatever the feeling may be toward the peace treaty all citizens, of all parties, united in the demonstration with which the naval chieftain was received.

The great ceremony, however, is yet to come. If the present plans are adhered to, tomorrow will be the great day. Then will come the grand naval review at Yokohama, when just as nearly a tribute of love and respect will be paid to the lowest men in the ranks of Japan's navy, the men who were behind the guns, as that today accorded to the commander on the occasion of his formal presentation to the Mikado to report in person upon his victories.

Rejoicing at Yokohama.

Admiral Togo, on the Shikishima, his new flagship, and leading the combined fleets, arrived at Yokohama at 9 o'clock yesterday, and was received with the greatest rejoicing. His advent into Tokyo was made the occasion for just as great a demonstration.

A special all-de-nam had been despatched by the Mikado to Yokohama to welcome the admiral and conduct him to the imperial palace.

A guard was necessary to save Togo from his friends, who would have all mobbed him in their desire to manifest their pleasure.

Hyattsville Citizens Score Coroner Carr

His Slowness in Handling Smallwood Case
Brings Out Sharp Criticism—Mistake Made
in Moving Body Before Inquest.

The sentiment of the people of Hyattsville, Md., is thoroughly aroused by the manner in which the Smallwood murder mystery is being conducted.

Some contend that the coroner has erred by the manner in which he is conducting the inquest into the death of Emma Smallwood.

Others contend that the course he is pursuing is in strict compliance with the law.

There is one feature of the case where the coroner himself admits he has been at fault. The jury should have viewed the body in the room in which it is reported Miss Smallwood died. Had this been done, it is universally contended that a better plan of action would have been outlined. Coroner Carr knows that this move was wrong, and it is claimed, he is now trying to retrieve lost ground.

A great many of Hyattsville's people are satisfied that the case is in good hands, and that in the end definite facts will have been established to show when, how, and where this woman died.

Garrison's Good Work.

The efforts of Constable Thomas H. Garrison, supplemented by newspaper reporters, have resulted in accomplishing the arrest of Winfield Scott Hancock on the charge of murder, and Joshua Braxton as an accessory after the fact. The people now claim that if evidence warranting the arrest of Hancock on the charge of murder has been gathered, the case should have been cleared up several days ago.

If, as the action of the jury would indicate in an indefinite postponement of its inquest, Hancock is not guilty of murder, why is he held a prisoner, it is asked.

W. P. Magruder's Opinion.

"The first mistake was in moving the body before the inquest was held," said W. P. Magruder, a Times reporter, last night. "In spite of this oversight the coroner's jury had enough evidence to render a verdict at its first meeting. The case ought to be in the hands of the grand jury by this time."

"I am not prepared to say who is to

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TAFT A BOMBSHELL DROPPED IN MIDDLE OF OHIO CAMPAIGN

Secretary Surprised Fellow-Republicans of
Buckeye State by Bitterly Assailing Cox,
of Cincinnati, at Akron.

THOUGHT TO BE SOUNDING WARNING FROM PRESIDENT

Speech Notice to Slippery Politicians Every-
where That They Will Not Be Supported
Merely Because They're Republicans.

AKRON, Ohio, Oct. 21.—Defending the railroad policy of President Roosevelt, on which the Ohio Republican platform is silent; vigorously sustaining the features of this policy, to which the senior Senator from Ohio has taken strong exception in his public addresses; bitterly attacking George B. Cox, the Cincinnati Republican boss, who is commonly credited with the largest interest in Governor Herrick's election; declaring that Herrick is not Cox's man, and that while the Cox ticket in Cincinnati ought to be defeated, Herrick ought to be elected, Secretary of War Taft, this evening injected some new and sensational features into the strenuous Ohio campaign.

Favors Democrat.

It was fully expected that the Secretary would stand by his previous utterances on the railroad question and on Administration policies. But that he would pluck for distracted Ohio Republicans such an apple of discord as is contained in his declaration that if he should vote in Cincinnati on election day he would cast his ballot in favor of Governor Herrick and against the Cox municipal ticket, was not expected by anybody.

There is no ground for assuming any intent to do injury to the Herrick ticket, but politicians discussed with the widest range of opinion the question whether the Taft speech had helped or injured Herrick. Many declare that the denunciation of Cox and the Hamilton county machine will draw the fire of that powerful organization; and that in order to show their resentment of Taft's strictures, they will turn against Herrick.

The liquor question, the issue of city bossism, the railroad rate problem, have all presented phases from the beginning of the campaign, most embarrassing to the Republicans.

Made Sensation.

But the appearance of a man who is not only a foremost Ohioan, but one of the recognized mouthpieces of the National Administration, with a violent attack on one of the greatest influences supporting the State ticket, has caused a political sensation whose like even Ohio has not known in a decade.

Far-reaching significance is attributed to the remarkable utterances of the Secretary. That he is likely to be a candidate for President, and that he is seeking to make a square issue between himself and Foraker, on which to contest for Ohio's delegation; that he has the fullest support of the Roosevelt Administration in this attitude; that this address is the formal service of notice to corrupt State and city machines all over the country that because they call themselves Republican they must not be too confident of Administration support; these are a few of the pregnant opinions expressed tonight.

Secretary Taft talked of three questions—railroad rates, the liquor question in Ohio, and Boss Cox. He hardly referred to his pet theme of freer trade with the Philippines, declaring, as he has done so many times before, that he believes in giving the islands the benefit of more opportunity to profit by their relations with this country.

Fireworks Begun.

But when it came to the question of bosses and bossism, the Secretary did not fail to make himself understood. He defended Governor Herrick on the liquor question, and quoted him as in line with the President on the transportation issue. Then he turned to Cox and "Coxism," and the fireworks were let loose at once.

The Secretary was heard by a large and very demonstrative audience, and his most sensational utterances were most enthusiastically cheered.

He said:

With the Democracy in the demoralized condition in which the victory of last year left it, one may thoughtlessly assign to this campaign no practical importance from a national standpoint, and may treat it as a purely State and local controversy. The error in doing so, however, would become very apparent, should Governor Herrick, the candidate on the Republican ticket for governor, be defeated. It would then be heralded as the dawn of a new Democracy, significant of what was to happen in the next Congressional and the next Presidential elections.

The truth is that to one who studies the signs of the times, it is perfectly apparent that Mr. Bryan is gradually resuming control over the Democratic party and proposes to assume the aggressive in a controversy in which he hopes to array the poor against the rich, to shake the present system of private property and freedom of contract, to cripple the Federal courts that are now such a bulwark in the defense of the constitutional rights of individuals; to substitute for our present sys-

tem of railways, privately owned and maintained, government railways, and in every way to introduce a system of paternalism leaning toward socialism, which in the end would certainly paralyze the industrial and social progress of this country.

Not a Chimera.

This movement in favor of Government ownership of public utilities, to include the commercial railways, is not a mere chimera; it finds its beginning in the proposition for municipal ownership of street railways, by Mayor Dunne, of Chicago; by Mayor McClellan, of New York, and even still more in the attitude of Mr. Hearst in running against Mr. McClellan.

It is the purpose of President Roosevelt to meet these dangerous attacks upon present conditions by remedying actual evils, and thus intrinsically ourselves against the assaults of socialism, the suppression of individualism, and the instigation of class hatred. He has, therefore, been most active in the promotion of prosecutions under the anti-trust law, and in securing legislation to aid its enforcement. He believes that perhaps the most serious abuse of the last two decades has been unjust discrimination in railway rates as between individual shippers and as between different localities, and indeed in some instances by rates in excess of that which would be reasonable for the service itself. The railroads have become an arterial network in the life of this country, upon the proper and just operation of which depends the business health of the country, both in agriculture and manufactures. Partiality and discrimination is as serious an injury as if something of value were taken. Men have been ruined, men have been made rich, settlements have been destroyed, settlements have been enlarged to prosperous towns, through the unjust favor of railroads.

Takes Up Purposes.

The Secretary reviewed the passage and original purposes of the interstate commerce law and proceeded:

For long time it was supposed the commission it had power not only to prohibit a particular rate as unreasonable, but to require reduction to that point which it regarded as reasonable. This, the Supreme Court found, was not within the power of the commission. It resulted, therefore, that a carrier, when a rate was found unreasonable, might reduce its rate only a small amount. This was obviously unsatisfactory.

Freedom for Carrier.

A second difficulty was that the order of the commission had no binding effect. The carrier was at liberty to ignore it without penalty. It thus became the habit of many carriers before the commission not to introduce evidence, or at most only slight evidence, and after an order had been made in court to produce a mass of testimony tending to show the injustice of the order. This led to frequent reversals of the commission, simply because the whole case had not been presented to it. In other words, the harmlessness of the orders of the commission enabled the companies to hold them up to ridicule.

These results convinced those familiar with the law that the two changes necessary were first, authorizing the commission in declaring a rate to be unreasonable to declare what was a maximum reasonable rate, and to make an order requiring the company to reduce its rate to that maximum; and, second, that the law should require the carrier to allow those evils on the commission, and reserving a resort to the courts.

Changes Necessary.

The two short amendments described are all the President has recommended. A considerable study of the law passed one year ago that these changes were necessary.

It would be difficult to include in a speech all the objections made to these amendments, but I propose to mention a few. It is said that the fixing of a rate is a most delicate operation, depending upon so many considerations that it would be impossible for the commission correctly to fix the rate. The argument proves too much. Every railroad or other carrier that has been many discriminating rates, and that has been many times overpaid, there is no one who can tell you that it ought to be remedied. Under the present law the commission and the courts have to determine whether a rate is reasonable or unreasonable.

It takes exactly the same method process to determine whether a rate is reasonable or unreasonable. It is said that to determine what a maximum reasonable rate is, because until it

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